

# The China Mail

Established February, 1845.

VOL. XLI. No. 6983.

號四十月二十年五十八百八十一英

HONGKONG, MONDAY, DECEMBER 14, 1885.

日九初月一十年酉乙

PRICE, \$2 PER MONTH.

## Shipping.

### Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN,  
TOWNSVILLE, BRISBANE, SYDNEY  
AND MELBOURNE, &c.

The Steamship

Taishan, Captain CHENG, will be

despatched as above on  
WEDNESDAY, the 10th Instant, at p.m.  
This Vessel has unusually good Cabin  
Accommodation, situated amidships, upon  
the upper deck.

For Freight or Passage, apply to  
BUTTERFIELD & SWINE,  
Agents.

Hongkong, December 7, 1885. 2125

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHWANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)

The Co.'s Steamship

Agreement, Captain WILDER, will be

despatched as above on  
THURSDAY, the 17th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWINE,  
Agents.

Hongkong, December 8, 1885. 2136

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
Japan, Captain T. S. GARDNER,  
will be despatched for  
the above Ports on SATURDAY, the 19th  
Instant, at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSON, SONS & CO.,  
Agents.

Hongkong, December 11, 1885. 2158

EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.

FOR SYDNEY, MELBOURNE AND  
ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND  
PORTS, and taking through  
Cargo to NEW ZEALAND, NEW  
CALEDONIA, TASMANIA  
and FIJI.)

The Steamship  
Cutter, Captain DARKE, will be

despatched for the above  
Ports on SATURDAY, the 10th Instant, at  
4 p.m.

For Freight or Passage, apply to  
RUSSELL & CO.,  
Agents.

Hongkong, December 9, 1885. 2138

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
Antenor, Captain BRAVO, will be

despatched as above on  
SATURDAY, the 19th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWINE,

Agents.

Hongkong, December 12, 1885. 2164

FOR YOKOHAMA AND HIAGO.

The Steamship  
Bellona, Captain W. SCHAEFER, will

be despatched for the above  
Ports on SUNDAY, the 20th Inst.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, December 8, 1885. 2141

FOR LONDON VIA SUEZ CANAL.

The Steamship  
Glencoe, Captain DUKES, will be

despatched as above on  
or about the 20th Inst.

This Steamer has superior First-class  
Accommodation and carries a Doctor and  
Stewards.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Hongkong, December 8, 1885. 2133

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
Claymore, Captain GILLARD, will be

despatched for the above  
Port on SATURDAY, the 20th Instant, at  
3 p.m.

For Freight or Passage, apply to  
RUSSELL & CO.,  
Agents.

Hongkong, December 9, 1885. 2146

Sailing Vessels.

FOR NEW YORK.

The Fast and Favorite American  
Clipper Ship

South American,  
FRANK FOWLE, Master, will load  
here for the above Port, and will have  
quick despatch.

Rate of Freight, Shillings Fifteen per ton  
of 40 cubic feet.

For Freight, apply to  
RUSSELL & CO.

Hongkong, November 6, 1885. 1930

FOR SAN FRANCISCO.

The S.S. L.I.L. American Ship  
Palmyra, MINOT, Master, will load here  
for the above Port, and will

have quick despatch.

For Freight, apply to  
RUSSELL & CO.

Hongkong, October 26, 1885. 1866

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALCOA, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & HENDY, & CO., 37, Walbrook, E.C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—AMEDEE PRINOR & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLOR & CO., Singapore.

CHINA.—MACAO, F. A. DE CRUZ, Macao, Portugal.

NICHOLS & CO., Fouchow, HEDGE & CO., Shanghai.

LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama.

& CO., Manila.

### Notices of Flights.

#### NOTICE.

M. R. CHARLES ALEXANDER TOMES is Admitted a PARTNER in our Firm in HONGKONG, CHINA, and elsewhere from this date.

RUSSELL & CO.

Hongkong, December 1, 1885. 2082

#### NOTICE.

DURING my temporary Absence from Hongkong, Mr. GEORG HERMANN ADOLPH BUCKOW will Act as MANAGER OF THE MEDICAL HALL.

EMIL NIEDHARDT,  
Proprietor.

Hongkong, November 28, 1885. 2069

#### NOTICE.

THE BUSINESS of BROWN, JONES & CO. (Underwriters, 6 Queen's Road East), hitherto carried on by E. L. STAINFIELD, was taken over by me on the 1st November, and will Continue to be conducted by me, under the same Firm name.

A PROPERTY and COMMISSION AGENCY has also Opened to be Conducted under the Name of STRINGER & CO.

H. L. STRINGER.

Hongkong, November 6, 1885. 1937

### Intimations.

#### NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are

respectfully informed that, upon their arrival in this Harbour, NO. 1 of the Company's FOREMEN should be at hand for REPAIRS if sent to the Head Office, No. 14, Praha Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary.

Hongkong, August 25, 1885. 1458

### DENTISTRY.

FIRST CLASS WORKMANSHIP MODERATE FEES.

MR. WONG TAI-FONG,  
Surgeon Dentist,  
(Formerly ARTICLED APPRENTICE and LATE ASSISTANT TO DR. ROGERS).

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers, No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address

2, DUDDELL STREET,  
(Next to the New Oriental Bank)

Hongkong, January 12, 1885. 66

BRANCHES:

In India, China, Japan and the Colonies.

THE BANK requires Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,  
Manager.

Hongkong Branch.

Hongkong, July 4, 1885. 1128

### NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if needed, On Hongkong Savings' Bank Pass-Book is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,  
Chief Manager.

Hongkong, May 7, 1885. 764

### NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept

1 Risks on First Class Godowns at 5 per cent. net premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1885. 928

### Business Notices.

## LANE, CRAWFORD & Co.

### (+) Christmas Delicacies.

SOUPS.—Mulligatawny, Ox-tail, Giblet, Clam Chowder, Soup and Bouilli, Hotch Potch, &c., &c., &c.

FISH.—Sardines in Oil, Citron, Tomatoes, and Butter, Sardines sans Arêtes, Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind, Macassar Red Fish, Herring and Maquerel au Vin, Blane, Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c.

PATENT PRESERVED LAX.

GAME AND PATTIES.—Galantine of Game, Boar's Head, Tasmania Rabbit, Wild Duck, Foie Gras, Pâté de Foie Gras, aspic'd Game and English Patties.

TONGUES.—Smoked, Collared, Breakfast, Picnic, Lunch, Splead, Paysand, and Pig.

FINEST selected SMOKED and PICKLED TONGUES.

# THE CHINA MAIL.

[No. 6983.—DECEMBER 14, 1885.]

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*For Sale.*

**MacEWEN, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED.  
THE FOLLOWING

## STORES.

YORK HAMS.  
STILTON CHEESE.  
Padding RAISINS (Valencias).  
CURRANTS (Patras).  
MINOEMEAT.  
CHRISTMAS CAKES.  
FIGS.  
ALMONDS and RAISINS.

Brazil NUTS.

Soft-Shell ALMONDS.

Metz FRUITS.

Crystallized FRUITS.

FRUITS in Syrups.

Imperial PLUMS.

Plum PUDDINGS.

COSAQUES.

CALIFORNIA PRODUCTS.  
CONDENSED MILK.  
KEROSENE LAMPS.  
FAIRBANK'S SCALES.  
COOKING STOVES.  
PARLOUR STOVES.

THE USUAL ASSORTMENT  
OF  
**OILMAN'S STORES,**  
AND  
**WINES,**  
at the  
Lowest Possible Prices  
FOR CASH.

**MacEWEN, FRICKEL & Co.**  
Hongkong, December 1, 1885. 2084

## Entertainment.

**THEATRE ROYAL,**  
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB  
Have the honour to announce that THE FIRST PERFORMANCE

of the Season will take place on THURSDAY NEXT,

17th December, 1885, at 9 p.m.,

When will be produced

A FARCE

BY J. J. DILLEY AND J. ALLEN,  
entitled

'CHISELLING.'

— AND —

TOM TAYLOR'S COMEDY

'Nine Points of the Law.'

Tickets (\$2 each) may be obtained from MESSRS. LANE, CRAWFORD & Co., on and after Monday, 14th December, 1885.

H. M. THOMSETT,

Hon. Secretary.

Hongkong, December 10, 1885. 2152

## To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY,

the 16th December, 1885, at 2 p.m., at his Sales Rooms, Queen's Road.

AN INVOICE OF JAPANESE PLANTS, comprising—

CAMELLIAS, AZALIAS, DEPHNES, FERNS, SUNDAY FOLIAGE PLANTS in ROTS, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, December 14, 1885. 2176

PUBLIC AUCTION OF JAPANESE PORCELAINS, CURIOS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY,

the 17th December, 1885, at 2 p.m., at his Sales Rooms, Duddell Street.

A FINE SELECTION OF JAPANESE WARE, comprising—

TOYO, KIKO, KANGA and SANMUI VASES, PLATES, TEA SETS, &c.; CLOISONNE PLATES, VASES and SUNDRIES; SILK EMBROIDERED LACQUERWARE, &c., &c.

TERMS OF SALE.—As customary.

G. R. LAMMERT,  
Auctioneer.

Hongkong, December 14, 1885. 2176

## To-day's Advertisements.

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

### PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship *Menzel*, Commander BENOIS, will be despatched for KOBE and YOKOHAMA TO-MORROW, the 15th instant, at Daylight.

G. DE CHAMPEAUX,  
Agent.

Hongkong, December 14, 1885. 2169

### OCÉAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Ajex*, Captain RILEY, will be despatched as above TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 14, 1885. 2167

### FOR SHANGHAI.

The Steamship *Amy*, Capt. R. KOULIER, will be despatched for the above Ports on WEDNESDAY, the 16th instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, December 14, 1885. 2172

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship *Dauphin*, Capt. F. ASPROS, will be despatched for the above Ports on WEDNESDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, December 14, 1885. 2171

### FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Mongket*, Captain P. H. LOY, will be despatched for the above Ports on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to YUEN KAT HONG, Agent.

Hongkong, December 14, 1885. 2173

### THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

#### ARRIVALS.

December 12, 1885.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Esmeralda*, Capt. G. TAYLER, will be despatched for the above Ports on WEDNESDAY, the 16th Inst., at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, December 14, 1885. 2177

### STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, via S.S. *Indus*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed at their risk at the Company's Godowns, whence delivery may be made immediately after landing.

Optional cargo will be forwarded on, unless intimation is received from the Consignee before 3 p.m. on Friday (Sunday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Monday, the 21st December, at Noon, will be subject to rent, and landing charges at 1 cent per package per diem.

All claims must be sent in to me on or before WEDNESDAY, the 23rd December, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, December 14, 1885. 2170

### SHARE LIST.—QUOTATIONS.

Stocks. Nos. of Shares.

Value. Paid up.

Position per last Report.

Reserve.

Balance & Fwd.

Last Dividend.

Closing Quotations.

Cast.

DECEMBER 14, 1885.

BANKS.

Hongkong and Shanghai Bank Corp. 60,000 \$ 125 \$ 125

for equalisation divs.

\$ 500,000

50,000

10% 10%

Tls. 50,779.22 Tls. 300 per share

12 half year

168 1/2 prem.

cash

50,000

10% 10%

Tls. 461,023.02 Tls. 128 " ex div. sellers

12 half year

3450 " cash, ex div.

12 half year

363 " cash, ex div.

12 half year

363 " cash, ex div.

12 half year

3160 " cash, buyers

12 half year

## THE CHINA MAIL.

In the number of the *Graphic* for the 31st October is an account, with illustrations, of Burma, written by Mr A. R. Colquhoun. The remarks he makes on the utter indifference (or practical non-existence) of a Burmese army seem quite borne out by the recent events there. There was not a fight in it.

It would not be surprising (says the *Rangoon Gazette*) if General Pronger had done like his Hugh Rose in Central India, that the best soldier had his encounter in Upper Burma—a woman! The redoubtable Queen Scopoli may think it better to do so. Quite than trust herself to the tenderness of the hated English, here we are in this harbour. She had inspiring her husband in his idea of joining the army; and to have forced it on him by suggesting that if he did not, he had better exchange his purse for her dower and let her perform the man's part. A resolution to do a soldier's death would shed a halo of glory over one who has been credited rightly or wrongly, with a good portion of her husband's misdeeds whilst she was alive. If she can induce Theobald to do the same, it will save our Government a good deal of trouble and expense; but the Keweenaw M'ghee, who seems to have induced the Timbuktu to take the post of honour at the front, will probably be master of our army near Mandalay, be master of the situation and settle enough to use it for his own advantage, regardless of the interests of the King and Queen.

The *Singapore Free Press* says:—We heard it said this week that the post of Chief Justice, which will be vacant in the early part of next year on the retirement of Sir Thomas Sidgwick, had been offered to Sir George Phillips, the present Chief Justice of Hongkong. Sir George was born son of the Judge, and was acting as Attorney General in 1876, when he was, to the general regret of the community, removed to Hongkong. Judging from the time that has elapsed since the information as to the intended resignation of Sir Thomas Sidgwick can have reached the Secretary of State, it is not, we believe, possible that the report can be true, and the wish must have been father to the thought. Before he left here, Mr Phillips had been actively engaged in preparing a revised edition of our Ordinances, but since he left it has never been finished. The salary of the Chief Justice in Hongkong is the same as that in the Straits, so that this could be no inducement to Sir George to return, but we hope that, for other reasons, he and Lady Phillips will give the proposal a ready consent should he be asked to accept the appointment, which could not but be a compliment to the Straits and be a great advantage to the Judicial Bench here.

## SUPREME COURT.

IN ADMIRALTY.  
(Before Sir G. Phillips, *Chief Justice*, assisted by Captains Davis, R. N., Vice-Admiral, and Lieut.-Commander Farquhar, R. N., *Vice-Admiral*, as Naval Advisor.)

Monday, December 14.

M. GREGOR, GOW & CO., T. S. S. "CAMORA,"  
\$100,000.

NETHERLANDS INDIA STEAM NAVIGATION  
CO., T. S. S. "OLENDEN," \$70,000.  
TUESDAY, DECEMBER 24 AND 25.

The Attorney General (the Hon. E. L. O'Malley), and Mr A. J. Leach, instructed by Messrs Wotton and Dacson, appeared for the *Glenfruin*, and Messrs Francis and Baily, instructed by Messrs Sharp, Johnson and Stokes, represented the *Camora*.

Mr E. J. Ackroyd occupied the Registrar's seat.

These suits arose out of a collision which occurred in Hongkong harbour between the British steamer *Glenfruin*, of the *Glen Line*, and the Dutch steamer *Camora*, of the Netherlands India Steam Navigation Co., on the 17th October.

The Attorney General, in opening the case for the *Glenfruin*, said suit 24 was an action brought by the owners of the *Glenfruin* to recover damages from the Dutch steamer *Camora* for a collision which took place in this harbour on the 17th October last, regarding which the plaintiffs alleged that it was caused by the negligence and bad navigation of those in charge of the *Camora*. The plaintiffs in this suit, as owners of the *Glenfruin*, had by article 18, of the *Glenfruin*, her cargo and freight, claimed the sum of \$1,000,000 from the *Camora* and in the other suit, No. 25, the owners of the *Camora* claimed a sum of \$70,000 against the *Glenfruin*.

On the 16th November, an order was made that these suits should be consolidated, and they were now being tried together, on one set of pleadings. The case for the *Glenfruin*, said suit 24 was set out in their petition, and the defence offered on behalf of the *Camora* was set out in the answer, and was also set out by way of a statement of the *Camora*'s counter-claim against the *Glenfruin*. The Attorney General then detailed the case for the *Glenfruin*. The *Glenfruin* arrived in this harbour on the 16th October, from the North, took in cargo during the night of the 16th and 17th. She lay at Jardine's wharf opposite to Douglas' Larsson's wharf, bound for a voyage from Shanghai and other ports to London with a cargo of tea and other goods.

The wind at such time was about east, a moderate breeze, the weather fine and the tide was about slack water and of little or no force. This suit arose out of a series of buoys which extend along the South side of the Fairway, which is the same considerable way down Eastward as far as the *Glenfruin* went. The Attorney General thought the first buoy of that series was at the Douglas' Larsson's wharf, opposite to the *Glenfruin*, and the second buoy, which is known as Siemens' buoy, was at the *Glenfruin*'s wharf. The *Glenfruin* was moored to the *Glenfruin* and the *Camora* to the *Glenfruin*, and the *Glenfruin* was moored to the *Glenfruin* and the *Camora* to the *Glenfruin*.

At about 7.45 a.m. that day the *Glenfruin* slipped from her moorings and proceeded under steam down the fairway of the said harbour, keeping to that side of the fairway which lay on her starboard side, steering away west-north-west and proceeding at a rate of about 3 knots per hour. A good look out was kept.

As the *Glenfruin* passed along the fairway unassisted a steam vessel, the *Camora*, was seen coming out from the west side of the steamer *Glenfruin*, which was lying moored to a buoy opposite the *P. & O.* wharf on the 17th October, the *P. & O.* steamer *Camora* having been moored further on the west side of the fairway.

The *Glenfruin* was at anchor and the *Camora* was at anchor, the two ships being at a distance of about 100 feet from each other, when the *Glenfruin* started to move forward, and the *Camora* followed, and the two ships were at a distance of about 100 feet from each other.

At about 8.45 a.m. that day the *Glenfruin* was moored to the *Glenfruin* and the *Camora* to the *Glenfruin*, and the *Glenfruin* was moored to the *Glenfruin* and the *Camora* to the *Glenfruin*.

The engines of the *Glenfruin* were immediately stopped, the steam whistled three short blasts, and the helm put hard to the right, and the *Glenfruin* came on at the same speed, entering the Fairway almost at right angles and only slightly altering her course to starboard, passed across the Fairway, and with her stem struck the *Glenfruin* on her port side, about a little East of the stern of the *Glenfruin*.

At that time she was struck the *Glenfruin* was almost at a standstill at the North end of the Fairway, a little Eastward of the bows of the said steamer.

And they claim:—

1. The condemnation of the plaintiff.

2. To have an account taken of such damage with the assistance of merchants.

now what, along the course usually followed by the P. & O. steamers, to the spot where this inner fairway enters the outer fairway, and entering the outer fairway at a safe angle. The Attorney General having described the Fairway then proceeded to relate what took place from the time the *Glenfruin* left her buoy until after the collision, according to the evidence for the *Glenfruin*. His statements were identical with those contained in the plaintiff's petition and Captain Norman's evidence, given later on. Having done this, he went on to say that the negligence they charged against the *Camora* was this: They said that in coming out from Jardine's wharf, Matheson's new wharf, the way performing a manœuvre was not at that time and is at the present, comparatively novel ones in this harbour. She had, for her guidance, the inevitable practice of the P. & O. Co. who give a chart of something the same description a little further Eastwards on the *Praya*. She was going to do what must at all times in a crowded harbour like this be considered a somewhat critical operation, coming out from the side and from amongst a number of ships moored about the place into a Fairway up and down which all large steamers of the place come and go, with the same description and the damages and losses consequent thereon were occasioned by the improper and negligent navigation of the *Camora* and by a neglect of the special precautions incumbent upon a vessel coming out from Jardine's wharf and crossing the Fairway.

The following evidence was then taken:—Captain Edward Norman said—I am master of the *Glenfruin*. I have been at sea for 21 years, and have held a master's certificate since 1872. I have been in command of the *Glenfruin* a little over two years, and before that I have commanded three other steamers of the *Glen* line, besides other steamers before them. I have commanded steamers some years, and the 18th October the *Glenfruin* arrived in Hongkong from Shanghai on her east buoy, to meet Jardine & Co.'s who gave a chart of something the same description and the damages and losses consequent thereon were occasioned by the improper and negligent navigation of the *Camora* and by a neglect of the special precautions incumbent upon a vessel coming out from Jardine's wharf and crossing the Fairway.

15. The *Camora* was not known to that side of the fairway which lay on her starboard side, contrary to Article 21 of the said regulations.

16. She was being navigated at too great a speed for safety.

17. The engines of the *Camora* were not stopped and reversed as required by Article 16 of the regulations for preventing collision at sea.

18. Those on board the *Camora* improperly neglected to take in due time proper measures for avoiding a collision with the *Glenfruin*.

19. Those on board the *Camora* did not duly observe and comply with the provisions of Article 16 of the regulations for preventing collision at sea.

20. The *Camora* did not duly observe and comply with the provisions of Article 16 of the regulations for preventing collision at sea.

21. The *Camora* was not known to that side of the fairway which lay on her starboard side, contrary to Article 21 of the said regulations.

22. She was being navigated at too great a speed for safety.

23. The engines of the *Camora* were not stopped and reversed as required by Article 16 of the regulations for preventing collision at sea.

24. Such further and other relief as the nature of the case may require.

3. Such further and other relief as the nature of the case may require.

4. REPLY TO ANSWER AND COUNTER-CLAIM.

1. The plaintiffs deny the several statements contained in the Answer and Counter-Claim except in so far as appears in the plaintiff's petition.

2. The following evidence was then taken:—

Captain Edward Norman said—I am master of the *Glenfruin*. I have been at sea for 21 years, and have held a master's certificate since 1872. I have been in command of the *Glenfruin* a little over two years, and before that I have commanded three other steamers of the *Glen* line, besides other steamers before them. I have commanded steamers some years, and the 18th October the *Glenfruin* arrived in Hongkong from Shanghai on her east buoy, to meet Jardine & Co.'s who gave a chart of something the same description and the damages and losses consequent thereon were occasioned by the improper and negligent navigation of the *Camora* and by a neglect of the special precautions incumbent upon a vessel coming out from Jardine's wharf and crossing the Fairway.

15. The *Camora* was not known to that side of the fairway which lay on her starboard side, contrary to Article 21 of the said regulations.

16. She was being navigated at too great a speed for safety.

17. The engines of the *Camora* were not stopped and reversed as required by Article 16 of the regulations for preventing collision at sea.

18. Those on board the *Camora* improperly neglected to take in due time proper measures for avoiding a collision with the *Glenfruin*.

19. Those on board the *Camora* did not duly observe and comply with the provisions of Article 16 of the regulations for preventing collision at sea.

20. The *Camora* did not duly observe and comply with the provisions of Article 16 of the regulations for preventing collision at sea.

21. The *Camora* was not known to that side of the fairway which lay on her starboard side, contrary to Article 21 of the said regulations.

22. She was being navigated at too great a speed for safety.

23. The engines of the *Camora* were not stopped and reversed as required by Article 16 of the regulations for preventing collision at sea.

24. Such further and other relief as the nature of the case may require.

4. REPLY TO ANSWER AND COUNTER-CLAIM BY THE *CAMORA*.

1. At about 7.15 a.m. on the 17th October 1885 the Dutch steamer *Camora*, of which the defendant's are the owners, was lying at Jardine's Wharf in the harbour of Hongkong with her head to the Eastward and was about to leave that wharf and proceed East to Quarry Bay outside of the harbour limits there to discharge her cargo of sugar from Java.

2. At about 7.30 a.m. on the same day the weather being fine and clear with a moderate breeze blowing from the East North East and the tide being slack the steamer *Camora* left the wharf and proceeded into the Fairway or channel which the *Glenfruin* had just then got out of the *Praya*. It was then for the first time that they would see the *Glenfruin* coming down. Now the *Camora* was taken to be a very little opportunity of knowing what might be going on from the *Glenfruin*. She had discharged part of her cargo at Jardine's wharf, and she was to be taken down some way or other to Quarry Bay, where she was going to discharge the rest. What she did was to cross not quite at right angles, but at a very sharp angle, from Jardine's wharf, making her way in a North-easterly direction into the Fairway, going out on the port side of the *Khing*. She was about 150 feet distant from the port side of the *Khing*, and those on board did not see anything coming down from the Fairway Eastward until they got their bridge about abreast of the bridge of the *Khing*. It was then for the first time that they would see the *Glenfruin* coming down. Now the *Camora* was taken to be a very little opportunity of knowing what might be going on from the *Glenfruin*. The *Camora* was lying at a buoy on the South side of the Fairway, heading about East North East. The passage in question was on the port side of the *Khing*.

3. The steamer *Khing* was lying at a buoy on the South side of the Fairway, heading about East North East. The object of the *Camora* was to pass the *Khing* and the *Glenfruin* coming down the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

4. The head of the S. S. *Camora* having got round in the required direction the *Camora* was slow ahead for the passage 2 to 3 points on the *Camora*'s port bow as she lay at the *Khing*. The pilot is a Chinaman who piloted the *Glenfruin* on their arrival in the harbour and pointed out the places to be avoided.

5. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

6. The head of the S. S. *Camora* having got round in the required direction the *Camora* was slow ahead for the passage 2 to 3 points on the *Camora*'s port bow as she lay at the *Khing*. The pilot is a Chinaman who piloted the *Glenfruin* on their arrival in the harbour and pointed out the places to be avoided.

7. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

8. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

9. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

10. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

11. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

12. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

13. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

14. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

15. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that they were giving out from the *Glenfruin*.

16. The engines of the *Camora* were slow ahead, with the helm put hard to the port side of the Fairway, and the *Camora* had no look-out forward—and their look-out was further defective in that they did not seem to have paid any attention to the repeated whistling that

# THE CHINA MAIL

[No. 6988.—December 14, 1885.]

## INSURANCES.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

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We are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

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ADAMSON, BELL & Co., Agents.

Hongkong, July, 1885. 1239

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

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HOLLIDAY, WISE & Co.

Hongkong, July 25, 1882. 496

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THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

NORTH BRITISH & MERCANTILE INSURANCE-COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

## Intimations.

VICTORIA REGATTA. THIRTIETH MEETING.

FRIDAY AND SATURDAY, 12th and 13th December, 1885.

Patron.—H. E. Sir George Ferguson Bowen, G.C.M.G.

Vice-Patron.—His Excellency R. Vesey Hamilton, G.B.E. &c.; His Excellency Major-General Cameron, G.C.B.; The Honourable Sir George Phillippe, K.N.T.; Commodore Morant, R.N.

Stewards.—Commander Alceyne, R.N.; Col. Anderson, Northumbrian Regt.; Col. Crawford, R.A.; W. M. Deane, Esq.; Col. Foster, Northamptonshire Regt.; H. Hippis, Esq.; Hon. W. Kenwick; Captain Long, R.N.; A. McIver, Esq.; Captain R. E. Pearson, R.N.; Commander R. M. Runsey, R.N.; Col. Walker, R.E.; H. E. Wodehouse, Esq.

Committee.—Hon. T. Jackson (Chairman); G. A. Branwell, Esq., Northumbrian Regiment; H. R. Coombs, Esq.; D. Gillies, Esq.; N. G. Mitchell-Innes, Esq.; E. R. Wood, Esq.; G. D. Böing, Esq.; A. Denison, Esq.; T. Glass, Esq.; J. L. Hughes, Esq.; F. Kitch, Esq.

Hon. Secretary.—J. H. Stewart Lockhart, Esq.

Hor. Treasurer.—C. S. Addis, Esq.

Hor. Secretary of the Rowing Races.—M. K. Leigh, Esq., and A. K. Travars, Esq.

Umpires and Stewards.—Rowing, A. P. MacEwan, Esq.; and H. J. H. Tripp, Esq.—Yachts and Open Sailing Boats, E. Baart, Esq., and E. Burrie, Esq.

Judge of the Sailing Races.—Lieut. Keigwin, R.N.

FIRME DAY.

Friday, 12th December, 1885.

1st Race.—12.30 p.m.—"JUNIOR SCULLS." For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China or Japan.

2nd Race.—1 p.m.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outrigged Boats excluded.

3rd Race.—1.30 p.m.—"CHINESE CUP." For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, —6 seconds per Oar.

4th Race.—2 p.m.—FOR MEN-OF-WAR'S GHOS AND WHALESHIPS. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, —6 seconds per Oar.

5th Race.—3.30 p.m.—"AMERICAN CUP." To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

6th Race.—4 p.m.—FOR MERCHANT VESSELS' GHOS AND WHALESHIPS. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, —6 seconds per Oar.

7th Race.—4.30 p.m.—"CHINESE CUP." For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, —6 seconds per Oar.

8th Race.—5 p.m.—"CHALMERS' CUP." For Four-Oared Canton Cutters. Distance, One-and-a-half Miles. Entrance, \$10.

9th Race.—6 p.m.—"JAMESON'S PIERS AND GODOWNS, WEST POINT."

THESE are now in Working Order.—STEAMERS are BEACHED at the Wharf, and CARGO RECEIVED and STORED at Cheap Rates.

A COMFORTABLE DWELLING-HOUSE, cool in Summer, pleasantly situated and commanding picturesque views. TENNIS COURT.

Apply to J. D. HUMPHREYS.

Hongkong, November 3, 1885. 1908

JARDINE, MATHESON & CO.'S PIERS AND GODOWNS, WEST POINT.

THESE are now in Working Order.—STEAMERS are BEACHED at the Wharf, and CARGO RECEIVED and STORED at Cheap Rates.

A COMFORTABLE DWELLING-HOUSE, cool in Summer, pleasantly situated and commanding picturesque views. TENNIS COURT.

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Hongkong, November 3, 1885. 1908

THE U. S. MAIL STEAMSHIP CITY OF NEW YORK will be despatched from San Francisco, via Yokohama, on TUESDAY, the 29th instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

THROUGH Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

THROUGH Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, except at San Francisco for China or Japan (or vice versa), within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

CONSULAR INVOICES to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

FOR FURTHER INFORMATION AS TO PASSAGE AND FREIGHT, APPLY TO THE AGENT OF THE COMPANY, NO. 50A, QUEEN'S ROAD CENTRAL.

O. D. HARMAN, Agent.

Hongkong, November 26, 1885. 2051

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL STEAMSHIP CITY OF NEW YORK will be despatched from San Francisco, via Yokohama, on TUESDAY, the 29th instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

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Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

CONSULAR INVOICES to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

FOR FURTHER INFORMATION AS TO PASSAGE AND FREIGHT, APPLY TO THE AGENT OF THE COMPANY, NO. 50A, QUEEN'S ROAD CENTRAL.

O. D. HARMAN, Agent.

Hongkong, December 9, 1885. 2145

WINTER TIME-TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

HONG KONG AND TAIPEI.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MALDIVES, Captain G. W. ATKINSON, with Her Majesty's Mail, will be despatched from this port to LONDON, via BOMBAY and SUZANNA, on TUESDAY, the 22nd December, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office will close at 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be shipped at Calcutta, Taku, and General Consulate, London will be conveyed via Colombo without transhipment, arriving within 10 days of departure.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, HONGKONG.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Hongkong, December 5, 1884. 2115

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21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c. for the CHINA REVIEW, CHINA MAIL and CHINA REVIEW.

Hongkong, November 16, 1885.

## To Let.

### TO LET.

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Apply to BIRD & PALMBER,

Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, April 6, 1885. 597

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A. A. D. REMEDIES, Deceased.

Hongkong, November 9, 1885. 1945

### TO LET.

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'EISNE VILLA,' POKELOM.

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Hongkong, December 6, 1885. 2122

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Hongkong, November 12, 1885. 1971

### THE PEAKE.

A BUNGALOW at